

Enclosure 2 in No. 54.

Mr. HURSTHOUSE to Mr. CARRINGTON.

SIR,—

New Plymouth, 9th June, 1871.

I beg to inform you that the preliminary survey of the railway through the Patea district, from Whenuakura to Waingongoro, is completed on the "ground," and that I am now engaged in preparing the plan and section of the same.

The line commences about half a mile above the present ferry on the Whenuakura. According to your directions I consulted with Mr. Hogg with respect to the best crossing-place of that river, and in company with that gentleman explored the banks, finally selecting the junction of the Kokako Stream, as offering the greatest advantages in approaching the river from both sides.

In crossing the different rivers that intersect the country, advantage has been taken of the tributary gullies where found practicable, by running the line along which much heavy cutting and some viaducts are avoided. The greatest part of the earthwork required in the undertaking will be side-cutting.

The line crosses the Patea at Hukatere, about two and a half miles above Carlyle, passes through the township of Kakaramea, thence just inland of the Old Camp at Manutahi, and crosses the Ingahape immediately below its junction with the Ohoki, and the Tangahoe at its confluence with the Tawiti, follows up the valley of the last-named stream to near Hawera, and then takes nearly a direct course to the Waingongoro, which river it strikes in allotment No. 69, where there appears to be an equally good ascent on the north-west side.

The line is twenty-four and three-quarter miles long, and is approximately shown on the accompanying sketch by a thick black line. I cannot, until the section is plotted, inform you what will be the steepest grade, but think that it will not in any case be steeper than 1 in 50.

As far as I can judge from the banks of streams and the general appearance of the surface, the nature of the earth to move will be found good, the hardest and toughest which shows itself being a kind of hard blue marl clay and some sandstone.

No gravel beds are visible along the line, although in several places loose gravel may be seen cropping up to the surface. In one place in the Tawiti Valley a reef of cement with large boulders crops up, from which good ballast could be obtained, but, without prospecting, I cannot say to what extent.

The country through which the line passes is open fern land, the gullies only being wooded or covered with dense scrub and branches.

In conclusion, I have to state that I expect to complete the plan and section in from four to six weeks from this date.

O. Carrington, Esq., in Charge of Public Works,
West Coast.

I have, &c.,
C. W. HURSTHOUSE,
Surveyor.